









## Intimation.

WM.  
POWELL,  
LTD.,  
ALEXANDRA  
BUILDINGS.

CHINA & GLASS  
DEPARTMENT.

HIGH  
CLASS  
POTTERY

TEA SETS,  
DINNER SETS,  
BREAKFAST  
SETS.

TOILET SETS,  
FRUIT  
SERVICES.

EVERY REQUISITE

IN

HOUSEHOLD CROCKERY.

WM. POWELL,  
LTD.,  
HONGKONG.

Hongkong, 16th September 1907.

## DEATH OF MR. A. RIZZETTI.

A WELL-KNOWN FIGURE IN KOBE.

The *Japan Chronicle* of 4th inst., says:—We regret to record the death of Mr. Alessandro Rizzetti, a native of Brescia, Italy, which occurred on Monday evening at 6.12 at the International Hospital, Kobe, where the deceased had been under treatment for some weeks past. Mr. Rizzetti was born on June 6th, 1850, and was thus 57 years of age. As Kobe residents and northern visitors are aware, Mr. Rizzetti was the proprietor and conductor of Rizzetti's Band, whose excellent performances have done much to brighten life generally in this part of the world.

From information supplied by one or two of the older residents in Kobe, we learn that Mr. Rizzetti once took part in a performance of "Il Trovatore" under the conductorship of the composer, Verdi, and later served as a bandman in the Italian and French navies. In the latter he took part in the Tonkin war. He then found his way to the United States, where he joined the American Navy, and on arrival at Yokohama on board the sidewheeler "Monacoshi" he left the sea and settled down ashore. He got a band together at Yokohama—the first Japanese band to perform in the northern port—and for some time played nightly at the Grand Hotel. Some 17 or 18 years ago he came to Kobe, and with the assistance of the foreign community he organized the well-known Rizzetti's Band here. At that time, Kobe residents were in the habit of hiring the Osaka Military Band when a big dinner or a race was to be given, and not infrequently a telegram would be received almost at the last minute stating that as the band was required for military duty, the musicians could not come to Kobe. Under these circumstances the proposal to organise a band for the community was well received, and a committee—composed of Messrs. I. A. Allison, Berigov, and Withall—obtained generous support from the foreign residents for the new venture, and a guaranteed income was secured. After a while, however, subscriptions came to less freely, and Mr. Rizzetti found that as the cost of living increased his income decreased.

Mr. Rizzetti showed wonderful ability and skill in training Japanese musicians in European music, and many of the smaller bands established in Japan at the present time can trace their origin to poor "Professor" Rizzetti. About six years ago a benefit concert was given in Kobe, with the proceeds of which Mr. Rizzetti bought new instruments, etc., and took over the band as his own concern, relying upon the generosity of the community, when submitting his subscription list and on various private engagements from time to time. For some time past the veteran conductor's health has been failing, but it was not until recently that he at last became too ill to wield the baton. He was then admitted to the International Hospital, but despite the best medical attention he expired, as stated above, on Monday evening. His familiar figure and valuable services to the foreign community of Kobe will be very greatly missed.

## IMPRESSIVE SCENES.

There was a large and thoroughly representative gathering of the Kobe foreign community in the Roman Catholic Church yesterday afternoon to show their respect to the memory of the late Mr. A. Rizzetti by attending the first part of the solemn burial service. The cortege left the International Hospital shortly after four o'clock and, led by the band which had for so many years been under the leadership of Mr. Rizzetti, proceeded to the Roman Catholic Church by way of the Sannomiya road. The massive coffin was enclosed in a glass hearse, drawn by two horses, and was almost completely hidden under the mass of wreaths and other floral tributes. A large floral wreath from the Italian community was conspicuous among these offerings, other handsome wreaths being sent by the French community, the Kobe Club, the Club Concordia, and the K.R. and A.C. Many company friends and friends of Mr. Rizzetti followed the hearse down the hill from the hospital. On arrival at the church the coffin was carried into the building by eight bearers, members of the Italian community, and the first part of the burial service was conducted by Father Fage. The coffin was then carried out of the church by the deceased musician's compatriots, and again laid on the hearse. The funeral procession was then re-formed, the band playing the "Dei March" in *Suit*, and proceeded as before to Kasugano Cemetery, where the remainder of the service was conducted by Father Fage. As the coffin was lowered into the grave the band played a funeral dirge most impressively, bringing the sad ceremony to a conclusion.

## NATION OF MEAT EATERS.

GREAT INCREASE IN THE CONSUMPTION OF BEEF.

Britain is becoming more and more a meat-eating nation, if the conclusions of the Board of Agriculture's statistical returns for 1906 are well founded.

The greatest relative increase among our agricultural imports, says the report, has taken place in dead meat, "of which we consume twice as much per head as we did less than 20 years ago."

While there has been a substantial decrease in the number of live sheep and pigs imported, this has been more than counter-balanced by an increase in the number of live cattle. "This great increase in the quantity of meat imported is especially significant," the report adds, "in view of the fact that there is no evidence of any diminution in home supplies of meat." The consumption of imported breadstuffs has increased in a much less degree, notwithstanding the reduction of home supplies.

## RISING STANDARD OF LIVING.

The figures, therefore, "appear to suggest that the proportion of meat to bread in the national dietary has substantially increased, on

other words, that the average standard of living has risen during this period." And the increase by 62,888 cwt. in the average consumption of butter and margarine may perhaps be regarded, the report adds, as another indication in the same direction.

During the past 20 years, the report estimates, the annual consumption of milk (as milk, and not in the form of butter or cheese) in England and Wales has increased by something like a hundred million gallons, and the demand for milk which British farmers have to meet is now increasing at the rate of 6,000,000 gallons annually. In face of these circumstances, the report remarks that it cannot be regarded as surprising if the home production of butter and cheese shows a falling off.

British beef still maintains its superiority, in British eyes, over the foreign product, and on the average homebred beef fetched 3s. 6d. per cwt. more than foreign beef.

## SOME BIG FIGURES.

Some of the totals of our chief imports of food products during 1906 are:

Dead meat, 18,451,166 cwt.  
Butter, 4,337,580 cwt.  
Cheese, 2,638,794 cwt.  
Wheat, 92,907,200 cwt.  
Flour, 14,190,300 cwt.  
Barley, 19,934,000 cwt.  
Oats, 15,286,500 cwt.

Of the wheat 31 million hundredweight was from British possessions and 61 from foreign countries.

Last, but not least, the United Kingdom imported the appalling total of 2,264 million eggs in 1906. Russia sends more than a third of these, and Denmark, Germany, Belgium, and France are among the chief contributors.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,

the 19th September, 1907, at 11 A.M., at their Sales Rooms, No. 3, Des Voeux Road, corner of Ice House Street,

SUNDRY  
HOUSEHOLD FURNITURE,

ALSO  
About 6,000 JAPANESE LANTERNS,

AND  
A quantity of WINES AND SPIRITS.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 17th September, 1907. [837]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on

SATURDAY,

the 21st September, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF  
JAPANESE CURIOS,

Comprising:—

CARVED BRASS BOWLS, VASES,

INCENSE BURNERS, JAPANESE

PLATE, TORIJE, OIL BURNERS, VASES,

GOUGES, IVORY CARVINGS, GOLD AND

SILVER CLOUTONNE VASES, IMARI

AND KAKUZZU VASES, SILK EMBROIDERED

SCREENS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 17th September, 1907. [838]

## BY ORDER OF THE MORTGAGEES.

Messrs. HUGHES & HOUGH have received instructions to sell by

PUBLIC AUCTION,

on

WEDNESDAY,

the 25th day of September, 1907, at 3 P.M., at their Sales Rooms, 8 Des Voeux Road Central.

THE FOLLOWING

VALUABLE LEASEHOLD

PROPERTY

IN ONE LOT.

ALL THAT Piece or Parcel of Ground registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 2 OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 10A TOGETHER with the three messuages and premises thereon known as Nos. 27, 29 and 31 Des Voeux Road Central. Annual Crown Rent \$57.04. Area 3,514 11/12 square feet.

Particulars and Conditions of Sale can be obtained of

Messrs. EWENS & HARSTON,  
Vendors' Solicitors,

or

Messrs. HUGHES & HOUGH,  
The Auctioneers.

Hongkong, 17th September, 1907. [834]

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 17th September, 1907. [836]

## Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship.

"BELGRAVIA."

Captain Hildebrandt, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

This steamer brings on the cargo of s.s. "Suevia" from Antwerp.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th September, 1907. [835]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 13th September, 1907. [82]

## "INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRASAMHA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, TO-DAY.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 13th September, 1907. [837]

## S.S. "NERA."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

s.s. *Dordogne* and *Malagan* from Havre

ex s.s. *Malagan*, and from Bordeaux ex

s.s. *Combrail*, in connection with above

Steamer, are hereby informed that their

Goods, with the exception of Opium, Treas-

ure and Valuables are being landed and

stored at their risk into the hazardous and/or

extra hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

at Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon TO-DAY, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after

MONDAY, the 23rd September, at 3 P.M.,

will be subject to rent and landing charges.

All claims must be sent in to me on or before

the 23rd September, or they will not be

recognized.

All damaged packages will be examined on

MONDAY, the 23rd September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 16th September, 1907. [19]

## INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 4 P.M., the 17th inst., will be

landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 16th September, 1907. [16]

## Public Company.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

THE ORDINARY GENERAL MEET-

ING OF SHAREHOLDERS in the

above Company will be held at the Company's

Office, on SATURDAY, the 18th September,

at Noon, for the purpose of receiving the

Report of the General Managers, together

with a Statement of Accounts to the 30th June,

1907.

The TRANSFER BOOKS of the Company

will be CLOSED from the 14th to the 18th

September, both days inclusive.

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 7th September, 1907. [815]

## Intimations.

THE

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LTD.

(CAPITAL PAID UP .....\$1,000,000.)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 22nd May, 1907. [834]

## PEAK TRAMWAYS COMPANY,

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.



## Intimation.

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1847.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

**WATSON'S HOUSEHOLD AMMONIA.**  
An Elegant Preparation for the Toilet and Bath, Refreshing and Invigorating.

## LOTION

FOR

**PRICKLY HEAT.**  
An Efficacious Remedy.  
GIVES INSTANT RELIEF.

## PURE CARBOLIC SOAPS.

Highly Recommended by the Medical Faculty.

## STRONG MEDICAL.

Guaranteed to contain 20 per cent. of Pure Carbolic Acid.

## MEDIUM.

Guaranteed to contain 10 per cent. of Pure Carbolic Acid.

## TOILET SOAP.

Guaranteed to contain 5 per cent. of Pure Carbolic Acid.

## FRAGRANT TOOTH WASH.

Antiseptic and Detergent—Whitens the Teeth and strengthens the Gums.

**A. S. WATSON & CO., LIMITED.**  
CHEMISTS, DRUGGISTS AND PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional.

The daily rate is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## BIRTH.

On September 5, at Kobe, the wife of JERONIMO PITTER PEREIRA LEITE, of a son.

Mr. G. A. Woodcock begs to thank his many friends for their wreaths and kind letters of sympathy.

**The Hongkong Telegraph**  
HONGKONG, WEDNESDAY, SEPT. 18, 1907.

## AMERICAN TRADE IN THE PHILIPPINES.

Where is America's boasted importance in the commercial affairs of the Orient? Where is her vaunted shipping and mercantile supremacy in the import and export trade of the Philippine Islands, her own possession in the Far East? To the foregoing questions the Manila *Cablenews* answers: It is a myth. Our contemporary says: The annual report of the acting collector of customs shows that instead of gaining ground here our country is lagging behind year by year as far as shipping is concerned. The report shows that of the total import trade for the fiscal year ending June 30, 1907, \$16,697,111 gold, or 56 per cent, was carried by British vessels. The British also carried 76 per cent or \$26,015,019, of the export trade. On the other hand, American vessels showed a marked decline in carrying import trade, falling from \$1,783,266 in 1906 to \$942,940 in 1907, and an equally marked decline in carrying the export trade. Nevertheless for the same period Spanish vessels' trade increased its imports from \$5,820,663 in 1906 to \$6,195,281 in 1907, with a proportionate increase in the export trade. German vessels increased their trade about one million dollars in imports, and also a slight increase in exports. Thus it is seen that our own shipping has declined over \$800,000 in one year while British, Spanish and German trade has increased very sub-

stantly. Furthermore the collector's report shows that American ships' only carried 16 per cent of the imports and 6 per cent of the export trade during the year between the United States and the islands. During the fiscal year 1907 the value of merchandise imported into the Philippine Islands from the United States was \$5,664,254, and of this amount merchandise to the value of only \$942,940 was brought to the islands in American bottoms, showing a meagre 16 per cent of the total shipping. The merchandise exported from the Philippine Islands to the United States direct was \$12,082,364, and the proportion in American bottoms was 6 per cent or \$831,473. On top of this poor showing comes the knowledge that April 11, 1909, will witness the application of American navigation laws to the Philippine Islands, providing that all merchandise, carried both ways between the United States and the Philippine Islands must go in American bottoms. Concerning this Colonel McCoy says in his report: "The application of the navigation laws of the United States to the Philippine trade must result in one of two things: either enough American ships for the purpose of carrying this trade must be available at freight rates considerably less than those now prevailing, or the trade which is now going to the United States will be diverted to foreign countries. As the law above referred to was passed by Congress with the evident intention to benefit American bottoms, it would seem to be incumbent upon American shipping interests to make the necessary arrangements for the proper handling of the business. It is an easy deduction to arrive at the conclusion that unless such action is taken the American exporter to the Philippine Islands must suffer a material decrease in his Philippine trade." Japanese vessels have again entered into competition here, carrying \$760,718 of the import trade and \$558,026 of the exportations during 1907. One encouraging fact is the increase of 50 per cent in the foreign trading done during the year by local vessels of Philippine register. As far as general shipping into the island is concerned, irrespective of the nationality of the vessels handling the cargo, the port conditions for the year just ended were very encouraging. The total volume of import trade shows an increase of \$3,855,047, representing 13.2 per cent. Actual American trade with the islands increased \$1,339,337 during the year, and it is therefore disappointing that the proportion of the trade carried in American bottoms is decreasing rather than increasing as shown by the above figures.

## THE SUGAR TRADE.

In his official communication to his home government, Mr. Havre Drocce echoes the fear that has been so often expressed in Hongkong of the Japanese competition in the sugar trade. According to the report of the Netherlands Consul at Hongkong, the export of refined sugar from Hongkong to Japan is considerably decreasing, and will probably cease entirely, because the refineries in the latter country will provide for the wants there. Fears have been expressed that in consequence of this the quantity of Java sugar sent to Hongkong may be much reduced, and this should be prevented if possible, as in 1906 314,637 tons were imported at Hongkong from Java, or 65 per cent, of the whole import. It is an encouraging fact that China remains an important buyer of refined sugar, and that the largest quantity comes from Hongkong. The imports of Java sugar in Japan have increased during recent years. Statistics show that there arrived in Japan last year, a considerable quantity of sugar from Java amounting in value to 19,992,284 yen, or more than 84 per cent of the total importations. This is really very satisfactory, and leads to the conclusion that the outlet for Java sugar in East Asia is not at present threatened.

## LOCAL AND GENERAL.

Mr. Sun, Chinese Consul at Kobe, has been recalled to take up a post in the Foreign Office at Peking. The Consul will leave Kobe towards the end of this month; his successor has not yet been appointed.

The first steamer leaving Scandinavian ports in connection with the new Swedish East-Asiatic Company, Ltd., is the *Canton*, a vessel of some 7,000 tons dead-weight capacity, which is due at Kobe towards the end of October. Messrs. Samuel Samuel & Co. have been appointed agents for Japan.

The annual general meeting of the Hongkong Cricket League will be held on Tuesday, 24th instant, at 5.30 p.m., in Messrs. Shaw, Tomes & Co.'s office, St. George's Building, for the purpose of passing the report and accounts for the season 1906-7 and electing office bearers for the ensuing season.

In connection with the Morrison Centenary Commemoration, held recently in the Theatre Royal, City Hall, we are requested to announce that subscription lists have been placed with Messrs. A. S. Watson & Co., Kelly & Walsh, Brewer & Co., and The Sincere Co., who have kindly consented to receive contributions to the Morrison Building Fund.

## MR. W. CHATHAM, C.M.G.

## THE INVESTITORS.

Amid a throng of the most notable and representative ladies and gentlemen in Hongkong, the Hon. Mr. W. Chatham C.M.G., was invested this evening, at Government House, by His Excellency Sir Frederick Lugard with the insignia of the Companion of the Most Distinguished Order of Saint Michael and Saint George. When the distinguished gathering had assembled in the Ball Room and his Excellency, supported by the members of the Legislative Council, had taken his seat on the dais.

Mr. Chatham, supported by Sir Paul Chater and the Hon. Dr. Ho Kai, Comptroller of the Customs, introduced the new Companion to his Excellency. The Governor presented Mr. Chatham with a scroll and Statutes of the Order, making some laudatory remarks to the recipient. His Excellency then took the distinctive emblem of the Order of Saint Michael and Saint George and pinned it on the left breast of the newly-created Companion.

Mr. Chatham bowed his acknowledgments and the ceremony concluded.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 18th at 12.50 p.m.—The barometer has fallen rapidly over E. Japan, particularly at Tokyo. It has risen moderately to slightly over China, Formosa and the Philippines.

The typhoon is moving N.E. and approaching the S.E. coast of Japan in the neighbourhood of Yokohama.

Pressure is high over China to the Upper Yangtze, and the normal is now attained along the China coast.

Fresh N.E. winds are expected to prevail in the Formosa Channel, and along the Northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST.

1.—Hongkong and neighbourhood, E. to N.E. winds, moderate or fresh; showery.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamook, same as No. 2.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

SUN-Lieutenant C. R. H. Farvey has been appointed to the *King Alfred*, flagship of the China Squadron.

THE P. and O. steamer *Britannia* left London on 16th ult. with following specie for Singapore:—Coin gold, £83,600.

LIEUTENANT R. H. FITZROY, Royal Garrison Artillery, has been transferred from No. 14 Company, Shobury, to No. 83 Company, Hongkong.

THE payment of a quarter of the capital of the Kobe Sugar Refining Company, which has increased its capital from ¥200,000 to ¥2,000,000, has been completed, and the fact was duly registered on the 30th ultimo. The building of the company's factory in Hyogo is now almost completed, and the machinery is now being installed. The accommodation now made is sufficient to produce 120 bags of sugar a day, preparations being also made to extend the works at short notice.

A NEW steamship line, to comprise at least eight freight ships and owned by the Jensen interests of Hamburg, will invade the Oriental field in the near future from Seattle, according to Captain Hans Jensen of the *Tolosan*, a kinsman of M. Jensen, of Hamburg. Captain Jensen will have the local management of the vessels, of which the *Tolosan*, in port at Seattle last month, will make the maiden voyage. The ships will be the *Tolosan*, *Baker*, *Brandford*, *Ellis*, *Emma*, *Eric*, *Erna* and *Eva*.

THE increase in passenger rates by certain shipping companies by means of a surtax of 10 per cent, has created some surprise in the City. The reason given for the movement is the great advance in the price of coal and numerous other accessory articles. A curious feature of the situation is that companies trading west apparently evince not the slightest disposition to follow the lead of the others trading eastwards. Some think that the increase in coal is not the only factor in the situation. In recent years there has been keen competition between the companies trading east, freight rates have been frequent, and the effects of the struggle are being felt. Hence the agreement to raise the passenger rates.—*Full Mail Gazette*.

A SEATTLE paper says:—James J. Hill and the Great Northern Steamship Company were not the only losers by the wreck of the steamship *Dakota* early this year. The United States, which sends registered mail on the Hill steamships to Kobe, Yokohama, Tokyo, Hongkong and Manila, stands to lose a considerable amount. Estimates of the pieces of registered mail which passed through the Seattle post office to the wrecked steamer run high. Seven hundred registered packages went from this city alone. From Eastern points it is estimated that about 2,000 more were sent, so that the total of those on the *Dakota*, not including what was sent from the San Francisco post office, will run between 2,500 and 3,500. The maximum amount that can be claimed by the sender of a registered package is \$25, and the amount that Uncle Sam may have to pay out for this wreck will run way up in the five figures. The local post office officials were busy yesterday (Aug. 6) straightening out the lists of registered mail sent through this office on the *Dakota* to forward them to Washington.

## GERMAN S.S. "SULLBERG" OVERDUE.

## WORST FEARS APPREHENDED.

## GERMAN GUNBOAT PROCEEDING IN SEARCH.

Considerable anxiety is felt in shipping circles for the safety of the German steamer *Sullberg*. The steamer is now five days overdue from Hoihow, and the worst fears are entertained as to the vessel.

The *Sullberg* left Haiphong with a full cargo of tin in coal on board for Hongkong via Hoihow. The coal is consigned to Chinese at Canton. Arriving at Hoihow the *Sullberg* loaded, in addition to her cargo, some thirty or forty head of cattle and other live stock on deck, consigned by her Hoihow agents (Messrs. Martz & Co.) to the head office in Hongkong. After shipping the cattle, the *Sullberg* took her departure for Hongkong, on the morning of the 12th inst., one hour or so after Mary & Co.'s s.s. *Hailan* sailed from the southern port. The *Hailan* arrived here at noon on the 13th inst.

Capt. Andersen, of the *Hailan*, reported on arrival that the *Sullberg* was following his vessel on the day of departure. He encountered very rough weather during the voyage and had to anchor at St. John's Is. for shelter for the night. Upon resuming his voyage the following morning he met with very rough weather before reaching Hongkong. The barometer was going down steadily. Capt. Andersen, accordingly, steered a course to keep clear of the centre of the storm which, in his opinion, was then travelling in the direction of Macao.

The *Hailan* succeeded in evading the storm and arrived safely in port, as stated, at noon on the 13th inst.

The surmise is that so heavily laden as she was, and being behind the *Hailan* which just managed to give the typhoon a sufficiently wide berth to avoid accident to herself, the *Sullberg* must have had the misfortune of being overtaken by the gale. In such an event the little coaster with her heavy cargo stood but little chance of riding out the typhoon, and there is fear that she has foundered. However, hopes are still entertained that Capt. Lippi, of the *Sullberg*, has managed to outlive the mountainous seas and fierce winds accompanying the blow of last week, and that the gallant skipper and her crew are safe on one of the numerous islands studding the Southern coast.

Messrs. Weng Yuen, to whom the *Sullberg* is chartered, have applied to Messrs. Siemens & Company, the local agents, for news of the vessel. We understand that Messrs. Siemens have approached the German Consul with a view of obtaining the assistance of Commander Von Kops for the despatch of the German gunboat *Tiger* to search for the missing *Sullberg*. The *Tiger* came in from Canton last evening.

Arrangements were in progress for a European pilot acquainted with the Coast to take the *Tiger* south. Our hope will be shared by the shipping community that the gunboat will be rewarded by early success in her mission.

It will be remembered that, after the typhoon of September last year, the Hongkong, Canton and Macao Steamboat Co., Ltd., chartered the *Sullberg* as an auxiliary freighter for the Canton service. While approaching the *Hongkong* *Maru* in this harbour to tranship a cargo of matting for the Pacific the *Sullberg* collided with the T.K.K. liner, the *Maru* being slightly damaged above the water-line as a result.

Mr. T. C. Taylor, M.P., left Batley last month for a tour round the world. When in China Mr. Taylor intends to make a study of the opium question, in which he is greatly interested. He will be accompanied by Mrs. and Miss Taylor.

THERE is a Board of Trade communication to the effect that the Chinese Government are in the market for 25 shallow-draught spoon-bowled gunboats; intended for patrol service on the Yangtze-Kiang. It is intimated, that tenders from British firms will receive favourable consideration.

THE marriage arranged between Staff Surgeon Henry Garraons Williams, R.N., (his Majesty's ship *Alacrity*, son of Prebendary Garraons Williams, of Abercrombie, near Brecon, and Teresa Mary, second daughter of the late Mr. Walter Pike, of Woodland House, Plymouth, will take place in Singapore in November.

CAPTAIN H. M. Close, Royal Garrison Artillery, has been appointed armament officer at Hongkong. Captain Close has been a gunner officer for 11 years, and was amongst the little handful of regular troops which defended Kimberley during the siege. For his services he was mentioned in despatches, and received the Queen's medal with two clasps.

SAPPER HALLER, R.E., who swam in the harbour race on Monday, was not, as stated in the report last evening, picked out of the water in an exhausted condition. As a matter of fact Sapper Haller has swum over distances of three miles quite comfortably. As Sapper Haller saw that the race had been finished and there was no chance of a place, he got out of the water into the R.E. boat that was following the race.

MESSRS. Kegan Paul, Trench, Trubner & Co. will publish early in October a new volume by the Rev. Dr. Macgowan, the well known author of "The History of China," under the title of *Side Lights on Chinese Life*. The publishers have been fortunate enough to procure the copyright of some fine pictures of China by Mr. Montague Smyth, who recently spent some six months in the country painting Chinese scenes. These will be reproduced in colour as illustrations, and there will be also a number of reproductions of photographs by the author and others.

## THE HONGKONG &amp; KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

## INCREASE OF CAPITAL.

An extraordinary general meeting of the Hongkong and Kowloon Wharf and Godown Company, Limited, was held at Messrs. Jardine, Matheson & Co.'s Office, King's Building, this afternoon, for the purpose of passing resolutions for increasing the capital of the Company. The Hon. Mr. Henry Keewick presided. There were also present:—Hon. Mr. E. A. Hewitt, Sir Paul Chater, A. G. Wood, C. U. Medhurst, A. Haupt, A. Fuchs, C. R. Lennox, A. Cousland (Directors), and Hon. Mr. E. Osborne (secretary), Messrs. F. Smyth, W. H. Wickham, and Ho Fook.

The Secretary read the notice convening the meeting. The Chairman said:—Gentlemen,—The purpose of this meeting is to pass the two resolutions which have just been read, raising the capital of the Company from 2 to 3 million dollars. During several years past, large additions have been made to the storage accommodation at Kowloon, especially a range of 7 two-storied godowns for the particular storage of yarn. Then to keep pace with the improvement in the cargo-working appliances of modern vessels, we have re-laid the whole railway system on the wharves, and have also built a number of lighters, so that discharge may be made of both sides of the vessels at once. Steam cranes and hoists have also been purchased and everything possible done to render the Kowloon establishment capable of performing its work in an efficient and profitable manner. The Praya roadway was acquired from the Government, and two Marine Lots close to the Police Pier, where the Company's offices are now located, were purchased. The necessary expenditure was provided by the Bank's allowing an overdraft until such time as a fresh issue of capital could be conveniently made. Unfortunately just a year ago to-day, the typhoon swept your property and gave us a severe setback, just as the benefits from the improvements, I have alluded to, were becoming felt. The terrible damage wrought has been gradually repaired, and to-day your property is once more in condition to give a proper return for the expenditure incurred. As I have said before, we have a considerable overdraft with the Bank, and though there is no doubt that the Bank would allow us to carry it on, your directors consider it wiser to avoid the heavy interest charge and to make a fresh issue of capital. Before putting the resolution to the meeting, I shall be glad to answer any questions you may wish to ask.

Mr. Wickham—Can you tell me if the increase in capital will provide for the extension necessary when the railway is finished at Kowloon?

The Chairman—We are in negotiation with the Government now with regard to that siding which will come from the station yard right on to our property. The Government will build a line from the station along Salisbury Road right up to our property and we then bear the cost of laying the rails on our property. Although the extension is considerable the expenditure will not be great on that, and, of course, it will be of very great assistance to us when we do get the line coming across.

The Chairman then moved the three following resolutions *en bloc*, which, on being seconded by Mr. Smyth, were declared carried *unanimously*:

1.—That the capital of the Company be increased from \$2,000,000 to \$3,000,000 by the creation of 20,000 new shares of \$50 each.

2.—That such new shares be issued at par and be offered to those persons who are registered as shareholders of the Company on 1st December, 1907, in the proportion of one new share for every complete two shares held by them on 1st December, 1907.

3.—That the amount due for the new shares be called up on 31st December, 1907. This was all the business.

THE Chinese coolies, about 220 in number, who were brought over to be employed on the construction of the Kagoshima railway, and were sent away by the authorities of Miyazaki Prefecture, are stopping at Marozuka, Aita district, Kagoshima Prefecture, in a miserable state of destitution, their late employer refusing to pay their passage home, as it is stipulated in the contract that no money would be paid for such purpose. The coolies have appealed to the Peking Government for assistance, and a reply has been received from Peking that the matter was under negotiations with the Japanese Minister in Peking. On the 12th inst. two officials in the Kagoshima Kencho came to Yoshimatsu and advised the employers to give the coolies reasonable assistance. It is stated that the employer's loss owing to the prohibition is about ¥5,000.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Lalsang*) 21st inst.

German (*Kleist*) 24th inst.

German (*Prinz Heinrich*) 24th inst.

Canadian (*Empress of India*) 24th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Vancouver at 6 a.m., on 17th inst.

The E. & A. s.s. *Empire* from Sydney, etc., left Port Darwin on 16th inst., for Timor and Manila and this port.

The N. Y. K. s.s. *Riojun Maru*, Bombay Line, left Moji for this port on 17th inst., and is expected here on 22nd inst.

The N. Y. K. s.s. *Yokohama Maru*, Bombay Line, left Singapore for this port on 17th inst., and is expected here on 23rd inst.

The C. P. R. Co.'s s.s. *Tartar* arrived at Nagasaki at 8.30 p.m., on 16th inst., and left again at 10 p.m., same day, for Kobe, where she is due to arrive at midnight on 19th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 2 p.m. on 17th inst., and left again at 10 p.m., same day, for Shanghai, where she is due to arrive at 6 a.m., on 19th inst.

## Telegram.

## "HONGKONG TELEGRAPH" SERVICE.

## SHIPPING DISASTER.

## JAPANESE STEAMER BURNT.

## OVER 100 LIVES LOST.

[From Our Own Correspondent.]

Shanghai, 18th September,

4.5 p.m.

News has been received here that the Japanese steamer *Tajoo Maru* was burnt out near Kiukiang at midnight.

It is reported that over one hundred lives have been lost.

No further news of the disaster have been wired. Further details are awaited with anxiety.

## WEI-HAI-WEI.

The report of Commissioner Mr. J. H. Stewart Lockhart on Wei-hai-wei for the year 1906 shows that the revenue collected during the year amounted to \$76,777 as compared with \$105,934 during the previous year. The expenditure during the year amounted to \$160,899, as compared with \$149,120, the expenditure of the previous year. The Commissioner states:—

The chief local event during the year was the disbandment of the Chinese Regiment, owing to the decision of the Imperial Government to remove all military forces except a few marines from Wei-hai-wei. The disappearance of that regiment is in many ways a great loss to this Territory. Its behaviour was always very good and the number of "black sheep" among the men was very small. Its smartness and efficiency fully confirmed the belief that under British officers a Chinaman can be made an excellent soldier, and the officers and non-commissioned officers who were responsible for the training of the men deserve great credit for the successful result of their training and discipline. Disbanded soldiers in China have not a good reputation. As they are generally turned adrift with nothing in their pockets, they are driven to find a living in a manner which frequently results in crime. When, therefore, the inhabitants of Wei-hai-wei learned that disbandment of the Chinese Regiment was about to take place, they not unnaturally became somewhat nervous, and were afraid that many of the men, having no regular occupation, would remain in the Territory looking for work, and not finding any would resort to nefarious acts to seek out a living. But their fears proved groundless, for no trouble of any kind occurred. The men were treated liberally, having been granted a bonus of three months' pay, and every assistance was rendered, to them to enable them to reach their homes. Thanks are due to General Ventris, who was general officer commanding in North China; to Colonel Bruce and Captain Dent of the Chinese Regiment for the ready manner in which they met the wishes of this Government in carrying out the disbandment.

By the removal of the military from Wei-hai-wei many buildings were placed at the disposal of this Government. Some of these the Government have been able to utilise as Government offices, a school, and a hospital, and others have been let. But there are still many buildings unoccupied of which it has not been possible to make any use, and for which no tenants have yet been found. The disbandment of the regiment necessitated the appointment of a district officer and an increase in the police. Mr. R. F. Johnston was appointed to the post of district officer. He resides in the heart of the Territory and is able to keep in close touch with the headmen who are responsible for the maintenance of good order in their villages. He also discharges the duties of a magistrate, which saves people having to travel long distances to have their cases heard at Port Edward, as was necessary when there was only one magistrate.

Mr. Lockhart reports that the trade of Wei-hai-wei still remains small, and under present circumstances it is not possible to be sanguine regarding its future development. Thirteen prospecting licences were issued during the year. The Wei-hai-wei Gold Mining Company, Limited, not having found its operations satisfactory, has ceased working and is now in liquidation. It appears that fruit trees made satisfactory progress, but have not been long enough established to yield any large quantity of fruit. With regard to shipping, during the twelve months 473 steamers, representing a tonnage of 363,203 tons, entered the port, as compared with 562 steamers with a tonnage of 371,861 tons during 1905. These figures, however, are exclusive of Admiralty colliers and Government transports. Referring briefly to the subject of education in the Wei-hai-wei territory, the Commissioner notes that there has been a considerable increase in the attendance at the Government Free School, the average attendance having risen to 53 as compared with 21 at the end of the previous year, and the staff of masters has been increased to three.

Writing from Shanghai on the 13th inst., Messrs. Wheelock & Co. report on the "Coastwise" freight market as follows:—"The long looked for improvement in the coast is very slow in making its appearance and things are still very dull both in the South and the North. There is no particular demand in any direction and tonnage is ample for all requirements."



## Telegrams.

[Asterisk.]

## Oriental Immigration in British Columbia.

London, 16th September.

Mr. Scott, Superintendent of Immigration, has left Ottawa for Vancouver to investigate the whole position of Oriental immigration.

Mr. Ishii, the Japanese immigration officer, has arrived at Ottawa, and will confer with the Government to-day.

## Accident to the Quebec-Boston Express.

The Quebec-Boston Express collided with a goods train, killing 17 and injuring 40.

Later.

## Germany and Japan.

The Kaiser has conferred the Order of The Red Eagle and class on M. Yashiro, of the Japanese Embassy.

## Cholera in Russia.

One thousand six hundred and sixty-three cases of cholera have occurred in Astrakhan since the outbreak, 849 of which have proved fatal.

The scourge is increasing in Samara, Nijni Novgorod, and elsewhere.

## The Dock Strike at Antwerp.

One thousand more English strike-breakers have arrived at Antwerp, but many are getting tired of the confinement on board ship; and are continually leaving.

The strike is spreading to Rotterdam.

## HONGKONG WATER POLO SHIELD COMPETITION.

NINTH ROUND.

The last match in the Shield Competition, with the exception of the final, which was to have taken place yesterday afternoon between the Middlesex "B" Team and the Royal Hongkong Yacht Club did not come off, as the former failed to put in an appearance, and consequently forfeit a win to the Royals.

We understand the final between the 87th Coy. Royal Garrison Artillery and the V.R.C. "A" Team for the Shield takes place at the V.R.C. enclosure on Wednesday afternoon, the 18th instant, at 5 p.m.

The league table now stands as follows:—

## COMPETITION TABLE.

Played	Won	Lost	Drawn	Points
V.R.C. "A" 8	7	0	1	22
87th Coy. R.G.A. 8	7	0	1	22
Corinthian Y.C. 8	6	2	0	18
R.H.K.Y.C. 8	5	3	0	15
V.R.C. "B" 8	4	4	0	12
R.E. "A" 8	4	5	0	9
R.E. "B" 8	1	7	0	3
Middlesex "B" 8	1	7	0	3
Middlesex "A" 8	1	7	0	3

A Team Race was got up yesterday between teams representing the Royal Engineers, Royal Hongkong Yacht Club and Corinthian Yacht Club.

The Corinthians and Royals had a very hard struggle for first place, but the former won by about half a dozen yards from the latter. The Royal Engineers finished nearly a length behind the Royal Yacht Club.

## MAIL CONTRACT.

In the House of Commons, Mr. Runciman moved that the contract dated Aug. 7, 1907, between the Postmaster-General and the Peninsular and Oriental Steam Navigation Company for the conveyance of the East India, China, and Australia mails for the period from Feb. 1, 1908, to Jan. 31, 1915, be approved.

Mr. Holt criticised the contract, and urged the advantages of the Siberian route for the China trade.

Mr. Havelock Wilson raised the question of the accommodation provided for Lascars and the food scale in Peninsular and Oriental liners.

Mr. Runciman, in reply, stated that the principal objection to the Siberian route was the question of cost. With reference to the Lascars, the Government had no power to place restrictions upon the P. & O. Company. It was true that the Government paid a subsidy to the company, but the Postmaster-General drove an exceedingly hard bargain, and had succeeded in reducing the subsidy by at least £10,000 a year, and securing a reduction in the period of transit.

The Labour members challenged a division when the resolution was agreed to by 93 to 19.

## THE HOKKIN RAILWAY.

A despatch from Amoy states that the Fuhkien Railway Company has ordered two locomotives for the above named railway. One of them has been ordered through Messrs. Parsons & Co. and the other through the Mitsui Bussan Kaisha in Amoy. Each is to cost £18,000 dollars.

The railway sleepers and rails were ordered through the Mitsui Bussan Kaisha, and about 40,000 sleepers will be delivered in Amoy in October at \$1.15 per piece. The rails were ordered from Hanyang Iron Works through the Mitsui Bussan Kaisha. The 50,000 have been sent to the Hanyang Iron Works in Hankow as a deposit against order.—Shanghai Times.

## CANTON DAY BY DAY.

KWANGSI RAILWAY CO.

[From Our Own Correspondent.]

Canton, 15th September.  
The Kwangsi Railway Company has been formed and construction work will begin next spring in the sister province. The work will be divided into three sections: the first section extending from Samshui to Wuchow, the second from Wuchow to Kwei Yuen district, and the third section thence to the port of Nanning.

## LIKIN COLLECTIONS.

The collection of likin dues by the Canton Likin Bureau for the seventh month amounted at Ts. 377,321.2.

## ANTI-OPIMUM PROCLAMATION.

The Police Department has issued a proclamation stating that the rumour that, owing to foreign interference the prohibition of opium smoking will be relaxed, is without foundation, and the anti-opium regulations will be strictly enforced as heretofore and with even greater stringency. Opium smokers are all reminded that they must apply for licences and that they must get rid of their vice as soon as possible. Whilst owners of opium-selling establishments are warned to abide by the regulations, and if found selling opium to opium smokers without licences or selling to any one smoker a larger amount of the drug than specified on the licence, they will be strictly dealt with.

## CEMENT WORKS.

The Canton Educational Bureau has been instructed to issue the sum of Ts. 10,000 monthly from the seventh month towards the payment of the purchase of machinery for the equipment of the Honam Government Cement Works.

## POPPY CULTIVATION.

In accordance with instructions received from Peking, H.E. the Acting Viceroy has given orders to the different district magistrates, etc. to order that poppy-planting farmers, throughout their respective jurisdiction, should reduce cultivation of the poppy plant, commencing from the beginning of next year.

## NANNING REGULATIONS.

A foreign Minister at Peking has communicated with the Waiwupu complaining of the regulations drawn up in connection with the opening of Nanning as a treaty port, and requesting the Ministry to have them revised. Acting Viceroy Wu has been instructed by the Ministry to investigate the matter and to report accordingly.

17th September.

## TAOTAI WEN.

Taotai Wen Tsung-yao, who was a secretary of foreign affairs in Canton under ex-Viceroy Shun Chun-hsueh and who left here together with H.E. for Shanghai, has now returned. Taotai Wen has been again appointed secretary of foreign affairs to the newly-appointed Viceroy, H.E. Chang Jen-chun.

## RAILWAY AFFAIRS.

On the 16th instant a meeting was held in the afternoon at the office of the Canton-Hankow Railway Company, at which it was suggested that two more members should be appointed by the president, Mr. Lo Po-shun, and others, to assist Mr. Chu Pak-kin, who was appointed to take over charge of the finances of the Company; but the majority of those present decided that this question should be brought up for discussion at a general meeting to be held at a later date. At the meeting a number of those present were sent to call on the newly-elected president, Mr. Lo Po-shun, and the vice-president, Mr. Wong Shiu-ping, to request them to assume charge of office from that date.

On the urgent representations of the shareholders, Mr. Wong Shiu-ping assumed the duties of his office from yesterday; but Mr. Lo Po-shun, the president, did not put in an appearance at the office, owing to the fact that the question of the financial control of the Company is still in abeyance.

## THE ANTI-OPIMUM MOVEMENT.

On the 14th instant, an anti-opium association was opened in Chan Chik in the district of Shun Tak. There was present a large number of persons including the representatives of the different anti-opium institutions throughout the province. Many speeches were delivered.

On the 15th instant, a meeting of the Central Anti-Opium Association was held at its headquarters at the Man Lan Shi Yuen, and Mr. Chan Wai-poi, the newly elected president, was voted to the chair. At the meeting the following resolutions were passed:—(1) That the police authorities be requested to give authority for the invitation of tenders for the sale of an old opium divan confiscated a short time ago by the police. (2) That a general meeting be arranged to take place on the 18th instant when the accounts for the last two months will be presented for approval and payment sanctioned by the committee. (3) That steps be taken to reduce the amount of anti-opium pills to be distributed daily to applicants. (4) That several questions be brought up for discussion with reference to further reforms necessary to be effected in the Refuge in connection with the association for the treatment of anti-opium patients. (5) That means be devised at an early date for the building of an industrial institution for the admission of those persons left destitute by the abolition of opium smoking.

## LOADING MILITARY STORES.

Yesterday the Chinese gunboat Fu Po returned from Pakhoi to ship more ammunition for the troops at Yumchow and Linchow. The Fu Po is also taking in bunker coal.

## THE OPIMUM FARM.

Owing to the numerous petitions received from the different opium farmers throughout the province, for the reduction of the amount of royalty paid for the monopoly through the recent enforcement of the anti-opium regulations throughout the province, the Shan Hou Chu has written to the different districts to request the local officials to report on the matter and make suggestions as to the advisability of the opium monopoly being in future taken over by the Chu, so as to prevent further trouble.

## AWAITING THE NEW VICEROY.

Yesterday Brigadier-General Cheung proceeded to Hongkong to meet H.E. Viceroy Chang who is expected in your Colony to-morrow.

## THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The report for presentation to the shareholders at the twenty-fourth ordinary general meeting, to be held at the offices of the Company, on Saturday, the 28th day of September, 1907, at noon, reads:—

The general managers have now to submit to the shareholders their report on the twenty-fourth year's working of the Company, ending June 30th 1907.

After paying all running expenses, premia of insurance, remuneration to the consulting committee, and auditors' fees, the amount at credit of profit and loss account is \$117,488.15 which, with the consent of shareholders, it is proposed to appropriate as follows:—

"To pay a dividend of 8% on the capital of the Company, amounting \$80,000.00 and to write off the balance of \$37,488.15 from the values of the Company's properties on June 30th last."

The improvement in the year's working it is hoped will be considered satisfactory, in view of continued keen competition and consequent low rates of freight now existing, coupled with the high price of coal during a considerable portion of the period under review.

The steamers and other properties of the company are all in first class order, but the expenditure for overhaul and repairs has been unusually heavy.

The west side of the wharf has been leased to the Hongkong, Canton and Macao Steamboat Company.

The amounts appearing as "freight due" and "accounts receivable" on 30th June have since been collected.

## CONSULTING COMMITTEE.

Since the last general meeting, Mr. A. Habbington and Mr. W. J. Gresson resigned their seats on the Board and Mr. Robert Sheehan and the Hon. Mr. Henry Kewick were invited to fill the vacancies. The Committee now consists of the Hon. Mr. Kewick, Mr. R. Sheehan and Mr. A. G. Wood, who retire in terms of the Articles of Association, but offer themselves for re-election.

## AUDITORS.

The accounts have been audited by Messrs. A. R. Lowe and F. Maitland (the latter acting in the absence of Mr. W. H. Potts). Messrs. Potts and Lowe retire, but offer themselves for re-election.

DOUGLAS LARRAIK &amp; CO., General Managers.

## PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1907.

To Dividend paid for year ending 30th June, 1906	\$50,000.00
Amount written off for depreciation for year ending 30th June, 1906	11,809.45
By Balance of profit and loss account, 30th June, 1906	\$61,809.45
Exchange account	9.85
Auditors' fees	600.00
Remuneration to consulting committee for 12 months	2,000.00
Remuneration to general managers for office expenses, for 12 months	10,000.00
Balance	117,488.15
By Balance of profit and loss account, 30th June, 1906	\$61,809.45
General interest account	1,031.51
Interest on mortgage account	47,854.82
Coal account	1,007.00
Profit on running the company's steamers during the year	85,212.07
	\$192,805.75

## BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1907.

Capital Account:	
20,000 shares at \$10	\$200,000.00
Reserve fund	264,638.79
Underwriting account of the company	96,988.31
Sundry accounts payable	24,039.24
Unpaid dividends	674.50
Unpaid bonus	138.00
Profit and loss account	117,488.15
	\$1,523,958.00

## Assets.

Value of the Co.'s steamers:—	
Hailan, Hatching, and Haimun, as per last report	\$68,000.00
Add alterations since made	760.00
	\$68,760.00

Less amount written off as resolved at last general meeting	9,000.00
	\$59,760.00

Value of buoys & moorings at Swatow, Amoy, Tamsui and Hongkong, as per last report	\$34,310.29
Less amount written off as resolved at last general meeting	2,899.45
	\$31,410.84
Loans on mortgage	\$76,000.00
Hongkong & Shanghai Banking Corporation (current account)	48,512.31
Hongkong & Shanghai Banking Corporation (fixed deposit)	50,000.00
Freights due on 30th June, 1907	51,775.72
Sundry Assets, Receivable from Agencies, &c.	64,387.69
Unexpired tonnage dues	1,235.18
Coal A/c, stock in hand	2,038.40
Cash in hand	1,817.86
	\$1,503,918.00

## GREAT FIRE IN KUBE.

OFFICES AND GODOWNS DESTROYED.

## ENORMOUS DAMAGE.

Every available member of the Kobe fire brigades was called out early yesterday morning, reports the *Japan Chronicle* of 8th instant, when fire broke out in the premises of Messrs. Carlowitz & Co. in Higashi-machi, facing the Recreation Ground, and almost opposite the Kobe Club. The alarm was given about half-past one yesterday morning by a policeman, whose beat took him past the Club Concordia, and on approaching Messrs. Carlowitz's premises he observed volumes of smoke pouring out from the second floor. He at once alarmed the caretaker on the premises, and also communicated by telephone with Kobe police-station. About two o'clock the Kobe fire-brigade was on the scene, but the flames had by then burst out, and the fire was spreading with remarkable rapidity, assisted by strong north-easterly wind.

A number of foreigners had meantime arrived, and assisted in the task of securing as many of the firm's books and papers as could be saved. Many worked strenuously until daylight to save these valuable records, and the doors of the Kobe Club were generously thrown open to receive such property as could be saved. The foreign staffs of many firms in the vicinity, whose premises at times looked as though they were in imminent danger, also packed up their books and papers in readiness for instant flight. Despite the efforts of a large number of firemen, the flames gradually spread from No. 124 to the extensive godown of Messrs. Carlowitz next door. This building is said to have been practically full of goods, and it was soon evident that there was no hope of saving either the godown or its valuable contents. The next building to catch fire was the matting godown of Messrs. Carlowitz, which was also full of goods.

At this stage the efforts of the firemen and police were directed towards the adjoining godown of Messrs. De la Camp, in which was stored a large quantity of chloride of potash and phosphorus. All the police on duty and a number of reserves were called out to assist in the task of getting the casks of chemicals out of the godown, and fortunately this work was safely and satisfactorily accomplished, the kegs being filled up between the Recreation Ground and the Kobe Club, well away from the burning buildings. Soon after Messrs. De la Camp's godown caught fire, but the brigade had by that time got the upper hand, and all danger of the fire spreading any further was over by daybreak. It was not until after seven o'clock yesterday morning that the fire was practically out, though the debris was smouldering all through the afternoon.

According to the police report, the fire originated in about the middle of the second or third floor. No. 124, and was probably caused by a lighted match or ashes from a pipe being thrown down by a coolie employed in the godown. The buildings destroyed include the four-storied godown, the three-storied office building, and the matting godown of Messrs. Carlowitz, together with the servants' quarters at the rear, and Messrs. De la Camp's godown. The area of the buildings destroyed is nearly 490 tuban, and the loss is estimated at ¥122,000. It was stated yesterday that to rebuild the premises in the same style would probably cost nearly double this amount. The loss incurred by the destruction of the contents of the godowns, etc., cannot yet be ascertained, but it is estimated that the total loss is likely to exceed ¥500,000.

A visit to the scene of the fire yesterday afternoon showed how complete was the destruction. All that remained of the once imposing premises known as No. 124 were the walls, the building being completely gutted. The adjoining godown at the corner had fared even worse; for not only was the building gutted but the upper part of the walls collapsed, filling the streets below with debris. Some of the falling bricks and stones slightly damaged the godown of Messrs. H. E. Reynell & Co., on the opposite corner of Ito-machi, and several trees and a number of telephone-lines were broken down. On the lower portion of the godown the great iron doors were still hanging, but twisted into all sorts of fantastic shapes, and inside the tottering walls a mass of smouldering debris, from which occasionally a flame would shoot out in the midst of the clouds of steam and smoke.

## INSURANCE LOSSES.

On inquiry yesterday at the new offices of Carlowitz & Co. in Ikuta-maye it was learned that the firm's total loss in Saturday's fire was roughly estimated at about half a million yen.

From the official report of the fire we learn that Messrs. De la Camp's godown, which was also destroyed in the conflagration, was insured with the Royal Fire Insurance Company for ¥25,000. The contents of the godown were insured for ¥100,000 with the Royal, and for ¥30,000 with the South British, companies.

In our report it was mentioned that the chloride of potash and phosphorus stored in Messrs. De la Camp's godown was removed. We understand that only a portion of it was got out, so that it is fortunate that the fire brigade was able to prevent further destruction. It seems that the wall of Messrs. Carlowitz's matting godown fell on to Messrs. De la Camp's godown and most of the damage to the latter was caused by this and by water.

An edict just issued by the English board of trade bids fair to cause all kinds of confusion temporarily among British shipping. The board, which speaks with authority on the subject, has decreed that hereafter no two British vessels shall be registered under the same or similar names. The new rule is to take effect at once. As yet plans for the change have not been completely formulated, but it is expected that among vessels of any one name the vessel of the heaviest tonnage will be permitted to retain its present designation.

## To-day's Advertisement.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"OCEANA"  
FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Britannia*.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th September, 1907.

## ALLEGED CHINESE SLAVE CHILDREN.

MANILA CUSTOM-HOUSE MEN AFTER SCHEME.

At a result of careful investigation by Colonel H. B. McCoy, acting collector of customs, assisted by Hartford Beaumont, acting special deputy, and John B. Amazeen, chief of the immigration, the flat has gone forth, says the *Manila Cablenews* of 14th inst., that the local Chinese slave trade must cease. Young Chinese males are being brought into the islands by the hundreds every year, as sons of merchants, when as a matter of fact they are slaves sold by people in China to local Chinese, and are forced to work in this city and the provinces without compensation.

During the fiscal year 1907, 938 Chinese minors were admitted into the islands, of whom 124 were over 16 years of age, and but 35 were girls. Several cases have come to the attention of the customs authorities in which children imported as legitimate minor sons and daughters were subsequently found to have been slaves. The case of Chan Ioi Man has been made the subject of criminal prosecution.

The business of importing minor "sons" has assumed large proportions in the port of Manila and so affects the figures that instead of a decrease in Chinese population, which was the obvious intent of the system of exclusion laws of congress, as also Art. 702 of the commission, the number of arrivals greatly exceeds the number of departures.

It is incontrovertible that a number of the alleged minor sons became clerks, porters, labourers, coolies, etc., and thus entered into active competition with the Filipino people for whose protection the exclusion laws have been applied to these islands.

Collector McCoy and his associates believe that the present liberality in the interpretation of the immigration laws so far as they relate to minor children has not only built up a slave trade, but is actually defeating the salutary purposes of the legislation as a whole and gives to the natives of these islands a shadow of protection against wage competition when it was intended that they should have the subsistence.

Present conditions virtually admit to the local labour market large numbers of their most dangerous rivals and not only that, but these rivals are young men who are in, or are approaching, their prime, and their competition is most to be feared.

At first the great majority of Chinese merchants who applied for permission to bring minor sons into the island were from Manila, but now the provinces furnish the majority notwithstanding that the provinces contain the minority of the Chinese population.

This curious fact could be accounted for in the theory that the provincial Chinese merchants were sending for their sons as soon as the conditions in their respective provinces were sufficiently settled to permit them to enjoy the society of their children without danger to the latter. It is more probable, however, that it is because it is easier to prepare a fictitious case in the provinces where there are no immigration inspectors to carefully investigate such cases.

Thus it can be seen that nearly 1,000 Chinese youths are being brought in every year to not only live in Manila, but to settle throughout all the provinces and to that extent stifle the commercial chances of the rising generation of Filipinos.

Steps are to be taken at once by Collector McCoy to weed out as far as possible the fraudulent provincial cases. To begin with he has recommended to the governor-general and the commission that the age limit at which Chinese minors are imported be lowered from 21 years to 16 years, as it was formerly. Another plan to be put in operation will be the enforcement of a rule laid down by Henry C. Ide in 1905 that many of the so-called Chinese merchants are merely petty shop keepers and are not entitled to the minor sons and other privileges of merchants.

This single rule will cut out a goodly percentage of the slave trade. A third weapon will be a recent customs decision prohibiting the multiplicity of partnerships in a small business in order that every alleged partner may go to China and bring back with him three or four fake sons.

Still another possibility in this direction would be for the bureau of internal revenue to apply section 60 of the internal revenue act which requires every person engaged in business to register his name, place of residence, trade or business whether alone or in a partnership, thus making fraud less easy.

## Intimations

B&amp;B

THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY,

HAAKE,

WINKELMANN,

&amp;c., &amp;c., &amp;c.

Prices from \$750.

Hongkong, 22nd August, 1907.

[32]

THE ORIGINAL

CANADIAN CLUB WHISKY.



PER CASE 12 BOTTLES...\$20.00

Beware of Counterfeits.

AGENTS:

H. PRICE &amp; Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

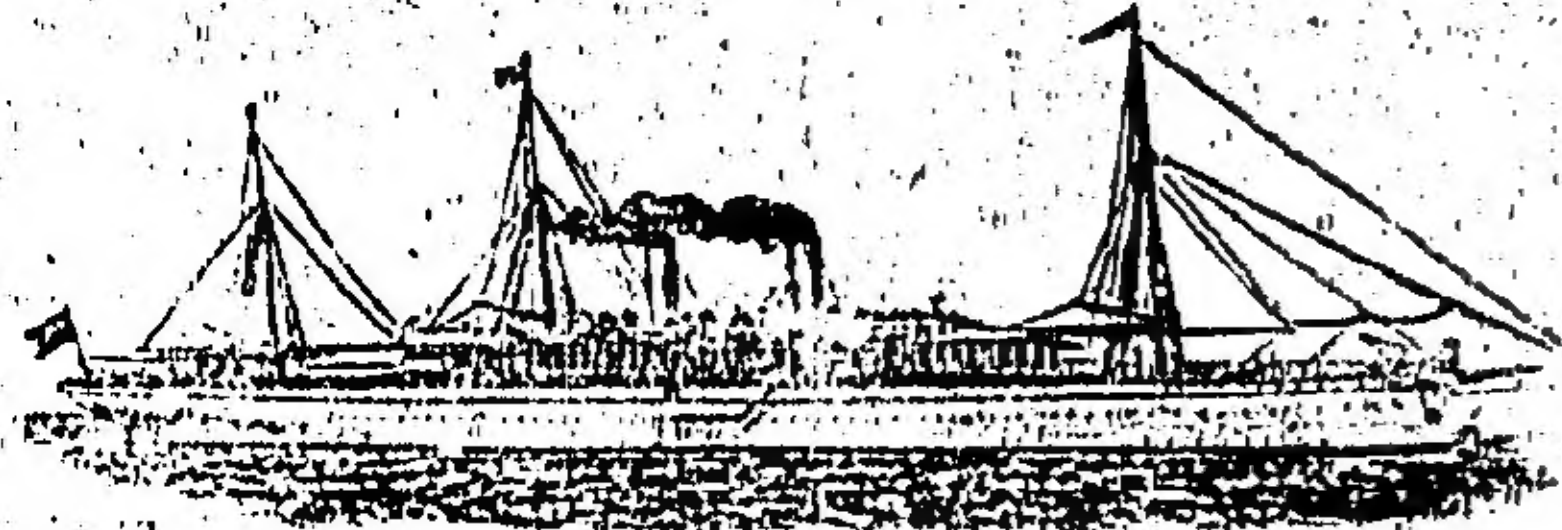
12, QUEEN'S ROAD CENTRAL.

Hongkong, 13th September, 1907.

[31]



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th
"EMPEROR OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Nov. 6th	Nov. 30th
"EMPEROR OF CHINA"	6,000	THURSDAY, Nov. 11th	Dec. 6th
"EMPEROR OF INDIA"	6,000	THURSDAY, Dec. 19th	Jan. 6th

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 12 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via S. Lawrence River Lines or New York 47 to 50. Steamers, and 1st Class on Railways, via S. Lawrence River Lines or New York 47 to 50. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPEROR" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan (Governments).

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	THURSDAY, 19th Sept., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 20th Sept., 4 P.M.
TIENSIN	"CHONGSHING"	FRIDAY, 20th Sept., Noon.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st Class	Return
Penang	\$5
Calcutta	\$100

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cholon, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,  
General Managers.

Hongkong, 18th September, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAHSING"	21st Sept., 4 P.M.
SHANGHAI & CHINKIANG	"KANBU"	21st "
CHEFOO, NEWCHWANG & TIENSIN	"KUEICHO"	21st "
HOIHOW and HAIPHONG	"HUPH"	24th " daylight.
MANILA	"TAMING"	24th " 4 P.M.
CEBU and ILOILO	"KAIFONG"	26th "
SWATOW & SHANGHAI	"YOHOW"	27th "
MANILA, ZAMBOANGA & COLONIE	"CHANGSHA"	10th Oct.
YOKOHAMA & KOBE	"CHINGTU"	10th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

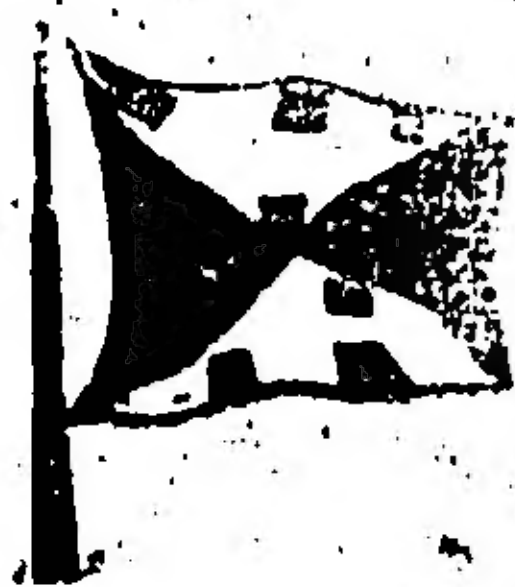
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th September, 1907.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 21st Sept., 1907.
PURI	2540	Almond	"	SATURDAY, 28th Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 18th September, 1907.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship. To sail

"OCEAN MONARCH" On the 2nd November, 1907.

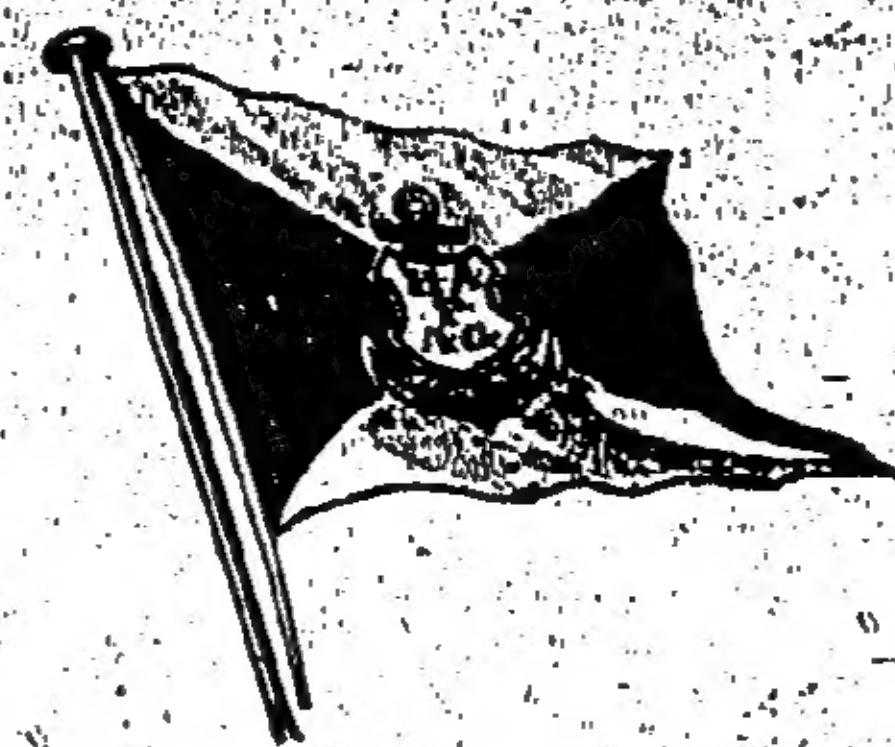
For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 18th September, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA, HAUSBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

## Outward.

HOHENSTAUFEN ... 1st Oct.  
SILESIA ... 2nd Nov.  
Hongkong, 2nd September, 1907.

## Homeward.

RHENANIA ... 2nd Oct.  
HOHENSTAUFEN ... 30th Oct.

[3]

## FOR DALNY.

## THE Steamship

"KARONGA" will be despatched for the above Port, on the 26th inst.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 18th September, 1907. [794]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 5th September, 1907. [858]

## NORTHERN PACIFIC LINE.

## BJSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sail.
"Sueric"	6,235	W. Shotton	8th Oct.
"K. meric"	6,235	D. Baird	15th Oct.
"Sk. meric"	9,600	E. V. Roberts	6th Nov.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tromont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 18th September, 1907. [12]

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND

## IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Capt. Tons To sail  
KASATO MARU D. Mori 6,100 About Middle of Oct.  
KATHERINE PARK 6,000 About End of Nov.

Taking Freight and Passengers to and from Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.  
For further information as to Freight and Passage, apply to K. MATSUDA, Manager, York Building, Hongkong, 18th September, 1907. [15]

WEATHER FORECASTS AND  
STORM WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DOWN indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.  
Wanlan. Sai Ki Wan.  
Stanley. Sai Kuang.  
Cape Collinson. Sha Tau Kol.  
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FIGG,  
Director.

18th July, 1907.

THE MURDER OF AN ALLEGED  
SPY.

## BITTER INDIGNATION AT VLADIVOSTOK.

The murder of the alleged Russian spy, Mayeda, in Tokyo, has aroused strong indignation at Vladivostok, where the deceased for many years acted as teacher of Japanese at the Oriental Institute. The *Daily Okhotsk* (translated in the *Japan Advertiser*) thus refers to the tragedy:

"There has been consummated something outrageous, unnecessary, savage in conception, cruelly barbarous in its details—Z. A. Mayeda has been killed, our revered teacher, that modest and upright worker in the field of science and of foreign politics, and with him has been extinguished the whole of a short life devoted to the minute and difficult labour of teaching the Japanese language at the Oriental Institute. By many-sided acquaintance with the field of philology and general development, standing a complete head above his insular fellow-countrymen, he was a man who cannot be replaced at the Oriental Institute, where his services were deservedly valued and especially dear to students of the Japanese language."

"And now, he has been cut down, suddenly, unexpectedly by the wicked irony of fate."

"Ignorant of the narrow feeling of national patriotism—to this stupid survival and terrible weapon of reaction and the subjection of free thought, he continued to serve pure science during the time when men in delirium destroyed each other on the fields of Manchuria, struggling for predominance in the Far East."

"Science ruined him."  
"Looking at the conduct of Z. A. Mayeda from the narrow standpoint of patriotism, his fanatical fellow-countrymen judged him, branded him with undeserved contempt and with the appellation of spy and traitor, and to cap all undertook a systematic hounding in the native Press, proceeding to the vilest insinuations, and throwing mud at his good name."

"The results of the pursuit by this 'honest' exponent of public opinion were not slow to reflect themselves on the elementary psychology of a savage native; by name Imamura, and gave true direction to the hand of the murderer. Belonging to a nation where so strangely and fantastically intermingle the highest manifestations of European civilisation with the survivals of the early savage races, he, with the cunning proper to the representatives of this nation, contrived a plan of 'national vengeance.' Not with the generosity and daring of the Frenchman; not with the honest and open defiance of the Russian, did he seek to accomplish his plan, but with the barbarity of the Japanese, where murder from behind is associated with the merit and honour of a Samurai."

"Becoming acquainted with Z. A. Mayeda, he succeeded in winning his friendship and learning of his speedy departure for Russia, did not delay amicably to kill him with a dagger stroke in the back, having invited him for this purpose to a mutual friend's."

"Thus do the Japanese 'revenge' and the 'avenger' is the hero of the day; his name is ever on the lips of every Japanese and the papers sing dirges to him and crown him with laurels."

"But the unhappy victim? The lifeless, aye silent, he innocent and vainly appeals to the justice of heaven; heaven returns no answer to the prayer and indifferently gazed down from its inaccessible height; the groans of the outraged spirit do not move it."

"Who will vindicate the victim's besmirched honour? Who will say a passionate word in his justification? Who will authoritatively silence the Press, which with larkey servility honours the insensate mob, forgetting its honourable duty to truth and equity?"

"You will say—Justice!"  
"Never! It is wholly on the side of the criminal—the hero; it must save him from the stake of the mob, for the sake of the 'honour' of the nation. You will say, perhaps, his friends or his unhappy wife?"

"No, the friends of the deceased, a small group of students and officers, of the Japanese division—are too inconsistent and powerless; the means for honest fight are weak; their cry of indignation and contempt will die away without trace, and will not stir the conscience of the executioners, nor summon the flush of shame to their faces exulting with bloody joy."

"Drenched in their turn with the hot wash the Japanese Press, accused by it of espionage, dogged at every step by secret pursuit, they have vainly sought support of the representatives of their country in Japan—there it was not, there they prized too highly their peace of mind, and for considerations of higher politics, they hardly care to spoil their digestion by meddling in this ticklish affair. Our diplomacy is ambiguously silent, hoping for a fortunate chance which has never yet saved it at a critical moment."

"The wife of the deceased remains. But what can this timid, sickly woman do to save the husband, in order to wash away from him the shameful mark of 'spy' and 'traitor'? Under a burden of despair, scarcely recovered from illness, without means, alone and unprotected, she is now in the street—neither her own father, nor any of the hotels, none of her fellow countrymen wish to open her the doors of their houses; for their was too little the blood of the husband alone; they cannot be satisfied with the bitter tears of a woman, trampled in the mud—they demand a new victim, driving her to starvation or suicide."

"Thus do the Japanese avenge."  
"To what end this unnecessary and savage thirst for blood? For what this bacchanalia? For what this shemeres gloating over a helpless and weak woman, a gleaming, wholly unworthy of a civilised country? Or do the Japanese, once only wish to prove that having taken a purely imitative route to the summit of civilisation, they have not dared to penetrate to the deep secrets of true culture, in order then to borrow the very best and most precious?"

"Yes, it is so! They have cared too little for the improvement of the spirit and of those moral principles which so distinguish them from the European. The prejudices and moral obliquity of a recent past are still too active in the conceptions of the native, and by time and gradual understanding of the problems of culture can obliterate the moral shortcomings of a primitive existence and guard the country from such savages and disgraceful manifestations, for a enlightened country, as the murder of Z. A. Mayeda and the attitude of the entire Japanese public towards that murder."

"Sleep the eternal sleep, humble worker for science, and hope that in the future history will brand with obloquy the authors of thy death and restore thy tarnished honour and good name!"



7-10-68



